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(54) DRIVER'S CAB FOR A VEHICLE

(71) We, DAIMLER-BENZ AKTIEN-
 GESELLSCHAFT, of Stuttgart-Untertürkheim,
 Germany, a Company organised under the
 laws of the Federal Republic of Germany,
 do hereby declare the invention, for which
 we pray that a patent may be granted to us,
 and the method by which it is to be per-
 formed, to be particularly described in and
 by the following statement:—
 The invention relates to a driver's cab,
 for a commercial vehicle, which has in ad-
 dition to the driver's seat or seats a second
 row of seats or a bench.
 Lorries used for long distance travel
 usually have a so-called "long" cab in which
 a second row of seats is provided between
 the driver's row of seats and the rear wall
 of the cab. This may serve also as a
 couch and its width may almost completely
 fill the space, which in any case is rela-
 tively small, making available a reclining
 surface which is wide and reasonably com-
 fortable. Such a second seat row intended
 also for reclining may, however, have the
 disadvantage that it does not permit ade-
 quately comfortable sitting because, on
 the one hand, its closeness to the driver's
 seat row does not leave sufficient room for
 the legs and, on the other hand, its width
 does not permit the upper part of the body
 to rest in an upright position against the
 rear wall of the cab. Nevertheless, there
 is not infrequently a need, particularly in
 the case of a removal vehicle when removal
 personnel or furniture movers have to
 travel on the vehicle, to provide in the cab
 accommodation and seating facilities for
 persons other than the driver and co-driver.
 The invention seeks to provide a simple
 convenient arrangement with which the
 second row of seats or bench can, as de-
 sired, be adjusted to serve either for sitting
 or reclining.
 According to the invention, a driver's
 cab has, in addition to a driver's seat or
 seats, a second row of seats or a bench
 which is connected to the floor, or to the
 floor and rear wall, of the cab by pivotable

supports forming substantially a parallelo-
 gram linkage so that the said seat row or
 bench is movable between a rearward seat-
 ing position and a forward reclining posi-
 tion spaced from the rear wall, the seat row
 or bench being supported in the former
 position by at least one strut pivotable
 downwardly from a position folded up
 against the under side of the said seat row
 or bench and the space between the seat
 row or bench and the said wall in the latter
 position being bridged by a flexible mem-
 ber or a plate.

At or near each end of the underside of
 the second seat row or bench, in one ad-
 vantageous arrangement, there are two
 spaced-apart mountings on each of which
 is pivotally mounted one end of a support
 which, at its other end, pivotally connected
 to a mounting secured to the floor or to
 the rear wall. The length dimensions of
 the supports and the positions of the mount-
 ings are then so co-ordinated that the sec-
 ond seat row or bench moves substan-
 tially parallel to the floor of the cab when
 swung from the seating to the reclining
 position. The second seat row or bench
 thus mounted can be converted from one
 position to the other without considerable
 exertion of force.

In the seating position, the second seat
 row or bench may be at a greater distance
 from the cab floor than in the reclining
 position, in which it usually rests on the
 cab floor or the bonnet. This contributes
 to comfortable sitting, as the lower parts
 of the legs can assume a vertical position
 without the upper parts having to lose
 their support on a large seat surface.

To ensure that the second seat row or
 bench is secured firmly and immovably in
 the seating position by the strut or struts
 provided on its under side, preferably at
 or near the front, means may be provided
 for locking the strut or struts to the floor
 of the cab and/or engine bonnet when in
 the downwardly pivoted position.

In conjunction with a bunk or couch

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which serves as backrest when swung down, from a reclining position above the second seat row, against the rear wall of the cab, the said second seat row or bench affords, in the seating position in which it is against the rear wall, a seat depth which permits of fatigue-free sitting, as well as a high degree of leg movement because it is then at the maximum distance from the driver's seat row.

However, the second seat row or bench also gives a good reclining position, in which it is moved away from the rear wall and may be situated at approximately equal distances from the said wall and the driver's seat row. A reclining person can stretch out his arms to the same extent on both sides of the second seat row or bench.

The effective supporting surface is widened by the aforesaid flexible member or plate which, in the reclining position of the second seat row or bench, bridges the gap, between the latter and the rear wall, at the level of the seat surface.

One embodiment of the invention by way of example will now be more fully described with reference to the accompanying drawing, in which:

Figure 1 is a side elevation of a second row of seats or bench in the reclining position, and

Figure 2 is a similar view of the same in the sitting position, with a couch swung down and serving as backrest.

The figures show the rear part of the interior of a "long" driver's cab, which is bounded by a wall 1 at the rear and by the floor 2 below. The engine bonnet 3 extends beyond the floor 2. A second row 4 of seats or bench, hereinafter referred to as seat row, is disposed in the space between the rear wall 1 and the driver's row of seats (not shown). The seat row 4 is carried by supports 10, 11 which are pivotally connected to the seat row by angle brackets 12, 13 and to the cab by angle brackets 14, 15. The brackets 12, 13 are attached to the underside 6 of the seat row, in the edge regions at or near each end 8, while the angle brackets 14 and 15 are anchored to the floor 2 and rear wall 1 respectively.

In the reclining position shown in Figure 1, the gap 16 between the upper surface 5 of the seat row 4 and the rear wall 1 is at its widest. It is bridged by a wide flexible strap 17 or a hinged plate at the level of the upper face of the seats, so that the gap width can be utilised as additional reclining surface. When the seat row 4 is moved from the reclining position to the sitting position shown in Figure 2, the strap or plate is automatically folded up between the rear 9 of the seat row and the rear wall 1 of the cab.

In the position of Fig. 1, the seat row 4 rests on the engine bonnet 3. If it is desired to bring the seat row from this position to the position of Fig. 2, it is pulled upwards, for example by means of a loop (not shown) provided on its front 7 and is at the same time pushed with slight pressure towards the wall 1 until it makes contact with the latter. A swing-down strut 18 disposed on the underside 6 near the front edge is then swung downwardly into the supporting position from a position in which it bears against the underside 6. It is then secured to the bonnet 3 by known locking means.

If, in addition, a bunk or couch 19 is secured in known manner to the wall 1 above the seat row 4 so as to occupy a cantilevered operative position (chain lines in Fig. 2), it may be swung down, after release of locking means, against the rear wall-1, where it serves as a backrest associated with the seat row 4. The utilisable seat depth of the seat row is thus advantageously reduced by the thickness of the bunk 19, so that comfortable sitting is possible. In the sitting position, the front 7 of the seat row 4 is at its greatest distance from the driver's seat row (not shown), so that adequate room is available for the legs of the seated persons.

WHAT WE CLAIM IS:—

1. A driver's cab, for a commercial vehicle, having in addition to a driver's seat or seats a second row of seats or a bench which is connected to the floor, or to the floor and rear wall, of the cab by pivotable supports forming substantially a parallelogram linkage so that the said seat row or bench is movable between a rearward seating position and a forward reclining position spaced from the rear wall, the seat row or bench being supported in the former position by at least one strut pivotable downwardly from a position folded up against the under side of the said seat row or bench and the space between the seat row or bench and the said wall in the latter position being bridged by a flexible member or a plate.
2. A cab according to claim 1, wherein means is provided for locking the strut or struts to the floor of the cab and/or engine bonnet when in the downwardly pivoted position.
3. A cab according to claim 1 or 2, wherein, at or near each end of the second row of seats or bench, there are two spaced-apart mountings on each of which is pivotally mounted one end of a support which, at its other end, is pivotally con-

ected to a mounting secured to the floor
or to the rear wall.

4. A driver's cab having, in addition to
the driver's seat or seats, a second row of
5 seats or a bench substantially as herein-
before described with reference to the
accompanying drawing.

JENSEN & SON,
Agents for the Applicants,
8 Fulwood Place,
High Holborn,
London WC1V 6HG.
Chartered Patent Agents.

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COMPLETE SPECIFICATION

1 SHEET

This drawing is a reproduction of the Original on a reduced scale

Fig. 1

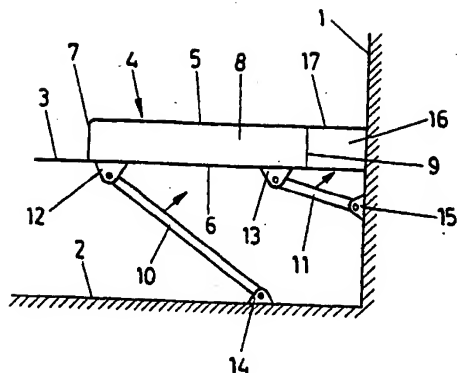
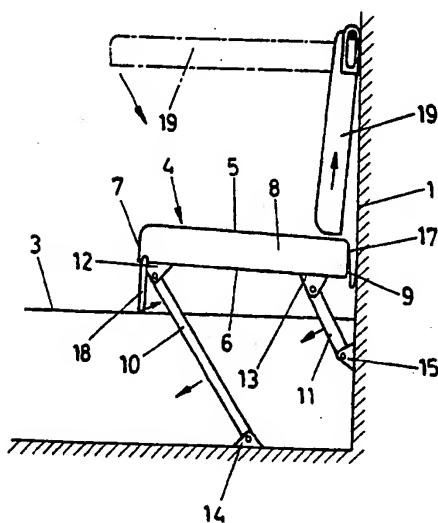


Fig. 2



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